



Important Information – Chain of Responsibility

As our valued customer and business partner involved in the road transport of goods by heavy vehicles, Australia Post Group (APG) would like to take the opportunity to provide you with some information in relation to our commitment to the Safety of all road users and compliance with Chain of Responsibility (CoR) laws.

The aim of these laws is to achieve road safety outcomes by imposing responsibilities on each person in the “Chain” to ensure compliance with relevant mass, dimension, load restraint, maintenance, speed and fatigue management requirements. It is important that all participants in the CoR understand and work together to achieve the outcomes required by CoR laws.

The following information is intended to assist your business by highlighting some of the key elements of the CoR laws. It is not intended to be specific guidance to your business nor is it intended to constitute legal advice. It is your responsibility to ensure you understand your business’ legal obligations under CoR laws. APG recommends you familiarise yourself with the relevant laws and seek independent legal advice if you have any specific queries regarding your operations.

Summary

CoR laws impose various duties on different categories of roles within the supply chain, namely employers (of drivers), prime contractors, operators, consignors, consignees, packers, loading managers, loaders, unloaders, and schedulers. Stakeholders are required to do all that is reasonably practicable to ensure compliance with CoR laws when goods are transported by heavy vehicles.

CoR responsibilities as a Consignor

As our Customer/Business Partner, under CoR laws, you are deemed to be a *Consignor* of goods that are destined for road transport. CoR laws require you to do all that is reasonably practicable to ensure:

- Loads do not exceed vehicle mass or dimension limits.
- Loads are appropriately secured prior to vehicle departure.
- Your delivery requirements do not require or encourage drivers to exceed speed limits, exceed regulated driving hours, fail to meet the minimum rest requirements, or drive whilst impaired by fatigue.

CoR responsibilities for Loaders

When loading goods onto vehicles your Loaders must do all that is reasonably practicable to ensure:

- Loads do not exceed vehicle mass or dimension limits.
- Loads are appropriately secured prior to vehicle departure.
- You provide reliable weight information to the driver.
- Load documentation is accurate, not false or misleading.
- Delays in loading are prevented.
- Your loading does not require or encourage drivers to exceed speed limits, exceed regulated driving hours, fail to meet the minimum rest requirements, or drive while impaired by fatigue.

CoR responsibilities for Packers

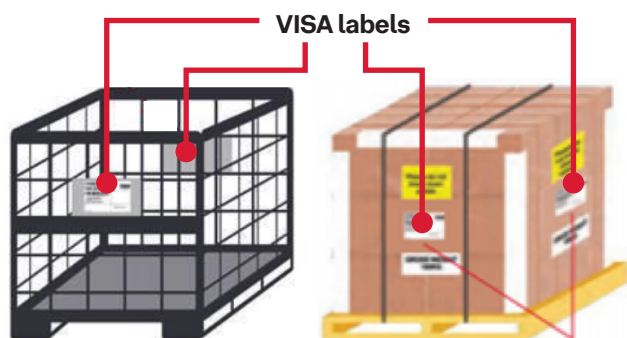
When packaging goods for transportation your Packers must do all that is reasonably practicable to ensure:

- Goods packed are marked correctly and accurately, not false or misleading.
- Goods packed are appropriately secured within the ULD or on pallets (i.e. shrink wrapped, straps etc).

Specific ULD and pallet weight information

Where you despatch ULD's or pallets for transportation, you must do all that is reasonably practicable to ensure that CoR laws are adhered to. It's APG's expectation that as business partners we both comply with the specific CoR laws for the transport of ULDs or pallets.

- All ULDs and pallets collected by APG vehicles from customer locations **must** have the gross weight clearly marked on the unit in a location that is readily identifiable by the driver and loading staff.



- Label individual ULDs or pallets showing the gross weight of each unit that is to be collected for transport.

- ULDs have a **maximum** safe working load limit of **600kgs gross** – you cannot exceed the unit's allowable gross weight.
- Pallets have a **maximum** safe working load limit of **1000kgs gross** and a maximum pallet height of 1.6m – you cannot exceed the unit's allowable gross weight or height. Use either the approved shrink wrap or pallet strap process in order to secure – 3 times shrink wrap, and make sure shrink wrap is attached to the bottom.
- Weights must be accurately determined either by directly weighing the ULDs or pallets or by providing a calculated weight utilising the table below as a guide.

Specific Loose Loading information

Where you despatch Loose Loads for transportation, you must do all that is reasonably practicable to ensure that CoR laws are adhered to. It's APG's expectation that as business partners we both comply with the specific CoR laws for the transport of Loose Loads.

- All Loose Loads collected by APG vehicles from customer locations must have the gross weight recorded in relevant transport documentation (i.e. consignment note).
- Loose Loads must be packed tightly together so as to prevent any significant movement, especially horizontal movement.
- Heavy/larger items should be placed lower in any stacks.
- Loose Loads should utilise plywood and shoring boards/bards to prevent movement.

Manual Formula

Article Weight	X	Number of Articles	=	Total Weight of Articles kg
Weight of Tray	X	Number of Trays	=	Total Weight of Trays kg
Weight of ULD	→	100kg	=	ULD Weight 100kg
Gross Weight				kg

APG has the right to refuse any ULD or pallet that does not have a label and/or it has a label which appears to have the incorrect gross weight recorded on it.



Further information on Chain of Responsibility obligations is available on our website at

auspost.com.au/terms-conditions/chain-of-responsibility

National Heavy Regulator website at:
www.nhvr.gov.au